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DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

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FILE COPY

FILE NO. 143

MONTHLY REPORT

FOR

OCTOBER, 1923.

OCTOBER, 1923.

November 6, 1923

Dear Sir;

The following is my report on conditions in the Yellowstone National Park and on the operation of the park for the month of October, 1923:

I. GENERAL CONDITIONS

By reference to the report of weather conditions included below you will note that the month of October, 1923, was cold and stormy. This weather, while having a detrimental effect on game conditions, did not hamper to any considerable extent work in the park by the public utilities and the Government in making improvements we wish to have available for next year. The rainfall softened the roads, and which not now being under maintenance, suffered considerable under the heavy traffic of trucks engaged in hauling materials and supplies to the various construction outfits at Old Faithful, Yellowstone Lake and Grand Canyon.

Old timers in the country assert that the coming winter will be very cold but it is not likely that it will be anything but normal so far as storms are concerned. Predictions are already in the way of being fulfilled as the Weather Observer's report will disclose. We dislike to think of the winter being unusually cold just as we fear the prospect of an unusually stormy winter. In both cases, the wild life of the park suffer. The cold weather of October moved the elk down very fast.

In spite of bad weather prospects we are in hopes of continuing construction work well into November and it appears that the Yellowstone Hotel Company will have to continue its improvements at the Lake until perhaps the middle of January. The Yellowstone Park Camps Company will also be at work most of the winter on its new Cody Lunch Station which is being erected at the eastern entrance to the park. After weather conditions make curtailment of our work necessary the Government organization will be reduced

at the earliest possible date to its minimum winter size and every possible effort made to conserve financial resources until spring.

Weather

The following records are quoted from the report for October of the Observer in charge of the local United States Weather Bureau at Mammoth Hot Springs, Park Headquarters:

The month was cold and interspersed with frequent rain or snow, mostly light.

Temperature: Monthly mean, 35.8° , is 5.7° below normal. A lower monthly mean for October has been recorded five times in the past 36 years. The last 10 days were exceptionally cold, the minimum of 2° occurring on the 30th.

Precipitation: Total, 1.24 inches, is 0.10 inch above normal. The greater part of the precipitation occurred as rain.

Snowfall: Total 5.3 inches; normal 6.7. The first measurable amount of snowfall fell on the 16th. The greatest amount of snow on the ground was 3.2 inches on the 28th, and 1.5 remained on the ground at the close of the month.

Wind: Average hourly velocity 6.9; normal 7.4. The maximum velocity was 36 miles from the south on the 16th.

Sunshine: Percentage of possible 56; normal 59.

Labor Market

As usual, labor was hard to hold and much inconvenience was caused through men quitting work to look for winter jobs. The cold weather did not particularly influence this labor turnover but many men probably left earlier this year on account of stormy weather than has usually be the case. Loss of men from our construction gang that is building the Lake Sewer System very greatly handicapped us in carrying out our plans to complete this work this Fall and it may be that we shall have to leave some of this work to be done in the Spring.

II. PERSONNEL

On October 1st there were 61 appointees on the payrolls and on October 31st there were 70. The following list shows the number of appointees of various classes serving during the month, with a general statement of the kind of work in which they were engaged:

<u>No.</u>	<u>Class</u>	<u>Kind of work performed</u>
1	Superintendent	General administration and supervision of all activities in the park.
1	Asst. Superintendent	Administration, purchasing, disbursing.
2	Asst. Engineers	1 in charge of engineering work in park, 1 assisting.
7	Clerks	1 Financial Clerk; 1 Cost Accounting Clerk; 1 Personnel and File Clerk; 1 Clerk on orders, proposals and vouchers; 1 Time and Payroll Clerk; 2 Stenographer-Typists on stenographic work for superintendent.
3	Electricians	Operated power plant regular shift, including Sundays, road meters, did necessary line work.
3	Foremen	1 in charge of headquarters corral and work on lawns; two on roads and construction work; one on wagons and sprinkling system.
1	Telegrapher	Sent and received all Government Western Union messages, operated one shift on telephone switchboard.
2	Telephone Switchboard Operators	Operated telephone switchboard daily shifts, including Sunday. (one entered on duty under WAE appointment Oct. 23rd)
1	Master Mechanic	In charge of shops and of repair to heavy road machinery.

1	Blacksmith	General blacksmith work, including shoeing of horses in shop, overhauling and repairing tools and equipment.
1	Master Painter	General shopwork including painting equipment and buildings.
5	Laborers	Teaming, freighting, assisting mechanics and miscellaneous work at headquarters. (One entered on duty on October 13th, one Oct. 23rd).
1	Steward and Master of Transportation	In charge of all transportation and of storehouses.
1	Chief Buffalo Keeper	In charge of tame buffalo herd.
2	Asst. Buffalo Keepers	One in charge of hay ranch operations at Slough Creek; one assisting.
1	Buffalo Herder	Assisting Buffalo Keeper. (Entered on duty October 20, 1923).
1	Master Plumber	In charge of general plumbing and water and sewer systems.
1	Auto Mechanic	On duty in power plant.
1	Carpenter	Repairing buildings at headquarters.
1	Chief Park Ranger	In charge of ranger force.
1	First Asst. Chief Park Ranger	In charge of Northern District.
2	Assts. Chief Park Ranger	1 on duty at Lake District; 1 in charge Chief Ranger's Office.
21	Park Rangers (15 WAE)	Patrolling, handling tourist traffic, protecting game, policing up stations, repairing trails and bridges, fire lookout work, and miscellaneous duties.
8	Temporary Park Rangers	Patrolling, handling traffic, building trails, fire lookout, miscellaneous duties. (Six entered on duty on October 12, 1923).

Leaves of Absence

Albert L. McLaughlin, Park Ranger, October 2 to 9, 7 days.
Nathan Sandel, Telegraph Operator, October 1 (noon)-Oct. 2,
1-1/2 days.
A. C. Neumann, Master Painter, October 1-8, 7 days.
Charlie R. Stinnett, Blacksmith, Oct 6 (noon), 1/2 day.
Bert L. Stinnett, Master Mechanic, October 6 (noon), 1/2 days.
Arthur W. Burney, Engineer, October 4-6, 3 days.
Julia S. Stockett, Clerk, October 1-3, 3 days.
Anna E. Madsen, Clerk, October 6, 1 day.
Julia S. Stockett, Clerk, October 6, 1 day.
Mrs. Lucy Bilkert, Clerk, October 6, 1 day.
Peter Bilkert, Clerk, October 6, 1 day.
Roy T. Frazier, Park Ranger, October 6-8, 3 days.
Charles D. Dale, Electrician, October 12-13, 2 days.
James H. Dupuis, Park Ranger, October 27 (noon), 1/2 day.
Wm. L. Bicket, Carpenter, October 5 (noon)-6, 1-1/2 day.
Eivind T. Scoyen, Assistant Chief Park Ranger, October 29, 1 day.
Nellie Roach, Telephone Operator, October 30-31, 2 days.

Sick Leave

Warren Hutchings, Assistant Buffalo Keeper, October 1-19, 19 days.

Promotions

Forest L. Carter, Park Ranger, at \$1200 per annum, quarters, plus increase of compensation, to \$1320 per annum, when-actually employed, and quarters, plus increase of compensation, effective October 1, 1923.

Warren Hutchings, Assistant Buffalo Keeper, at \$1200 per annum, and quarters, plus increase of compensation, to \$1320 per annum, when-actually-employed, and quarters, plus increase of compensation, effective October 1, 1923.

Kenneth C. Wahl, Park Ranger, at \$80 per month, temporary, and quarters, plus increase of compensation, to Park Ranger, at \$1200 per annum, when-actually employed, and quarters, plus increase of compensation, entered on duty October 13, 1923.

Appointments

Harry J. Lick, Park Ranger, temporary, at \$100 per month, and quarters, plus increase of compensation, entered on duty October 12, 1923.

Walter J. Reimann, Park Ranger, temporary, at \$100 per month, and quarters, plus increase of compensation, entered on duty October 12, 1923.

Carl W. Dunrud, Park Ranger, temporary, at \$100 per month and quarters, plus increase of compensation, entered on duty October 12, 1923.

Edward E. Ogston, Park Ranger, temporary, at \$100 per month and quarters, plus increase of compensation, entered on duty October 12, 1923.

Harlie Hodgins, Park Ranger, temporary, at \$100 per month and quarters, plus increase of compensation, entered on duty October 12, 1923.

Julius L. Greer, Park Ranger, temporary, at \$100 per month and quarters, plus increase of compensation, entered on duty October 12, 1923.

Norman A. Nerison, Park Ranger, at \$1200 per annum, when-actually employed, and quarters, plus increase of compensation, entered on duty October 13, 1923, terminating temporary appointment.

John Bauman, Park Ranger, at \$1200 per annum, when-actually employed, and quarters, plus increase of compensation, entered on duty October 13, 1923. Terminating temporary appointment.

Joseph O. Rhode, Park Ranger, at \$1200 per annum, when-actually employed, and quarters, plus increase of compensation, entered on duty October 13, 1923. Terminating temporary appointment.

Roy C. Brown, Park Ranger, at \$1200 per annum, when-actually employed and quarters, plus increase of compensation, entered on duty October 13, 1923, terminating temporary appointment.

Joseph Cummings, Laborer, at \$1200 per annum, quarters, and increase of compensation, entered on duty October 13, 1923.

Ray Hill, Laborer, at \$1200 per annum, and quarters, plus increase of compensation, entered on duty October 23, 1923.

Jacob H. Gornick, Buffalo Herder, at \$1200 per annum, and quarters, plus increase of compensation, entered on duty October 20, 1923.

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In addition to the regular employees listed above under appointment, the following were employed temporarily by the day:

	<u>October 1st</u>	<u>October 31st</u>
Laborers	16	5
2 Horse Teamsters	12	7
4 Horse Teamsters	3	1
Cooks	9	4
Linemen	4	0
Skilled Laborers	12	8
Foremen	7	1
Drillmen (air)	3	2
Wood Choppers	2	1
Truck Drivers	10	8
Steam Shovel Fireman	1	1
Axemen	6	0
Carpenters	2	0
Graderman	1	1
Steam Shovel Operator	1	0
Cat. Operators	2	2
Special Laborers	10	10
Powderman	1	1
Blacksmiths	2	2
Graderman (power)	1	1
Waitress	1	1
Tile Layer	1	1
Plumber	0	1
Pipe Fitter	1	1
	108	59
Appointees		
	61	70
Total	169	129

III. WORK COMPLETED

(a) Construction of Physical Improvements

Snowshoe Cabin, Boundary Creek: Early in October a cabin was built on Boundary Creek in the Bechler River District. This is of the standard size and equipment. The construction of this cabin will make possible the patrol of a very important winter game district, especially for the protection of beaver. The work was entirely done by rangers.

Old Faithful Mess Building: A mess building was built near the Old Faithful Ranger Station for use during the season by the rangers and others employed there. The building is our standard log frame and timber construction; it is 18'-6" by 32', and is partitioned into three rooms, the larger one 18 feet square is for the mess and the two small ones in the rear, each 9 by 14 feet, are the kitchen and a bedroom for the cook. The two rear rooms are ceiled with building paper and beaded ceiling and will be used by the ranger on that station for winter quarters.

In connection with this work the group of old buildings back of the hotel have been razed and a general clean-up made at the place.

New Road at Old Faithful: To provide space for future expansion of the buildings and driveways of the Yellowstone Park Camps Company at their Old Faithful Camp, according to plans approved by Landscape Engineer D. R. Hull, the main road was abandoned for a distance of one-quarter of a mile and new road of same length constructed.

A right-of-way was cleared through the timber and stumps, and sod was removed. After the roadway was graded and shaped gravel was hauled and spread to a depth of 6 inches. While the work was done under our supervision and direction, it was handled and paid for entirely by the Yellowstone Park Camps Company, as they alone benefited by the change.

Shoshone Forest Reserve: The crew engaged in getting out timber for piles and cribbing for reconstruction work finished the work assigned them and disbanded October 24th. About ten days of the month this crew worked on the road making repairs following a heavy rainstorm.

(b) Maintenance and Repair of Physical Improvements:

Road Improvements: The improvement of the Gibbon Canyon Road was continued during the month. Several rock points and con-

siderable ditch line between Gibbon Falls and Madison Junction was drilled and blasted. The steam shovel was moved to the place about one mile from Madison Junction where the cloudburst of July 22nd had covered the roadway with gravel and rock for several hundred feet. This material, amounting to approximately 2500 cubic yards was removed, the gravel hauled onto the roadway for surfacing and other material not appropriate for surfacing was hauled to a place out of sight from the road. The steam shovel finished work for the season October 21st and was moved to Madison Junction for the winter.

IV. WORK IN PROGRESS

(a) Construction of Physical Improvements

Lake Sewerage System: Construction work was continued on this project until the 30th of October, then abandoned for the season in order that the crew engaged on the work could be moved over Sylvan Pass before another snowstorm closed the pass for the year.

During the month a sludge bed 40 x 45 feet was constructed and nine concrete manholes built. Six hundred and fifty feet of 8" sewer pipe and 1500 feet of 6" sewer pipe laid. A concrete building 4 feet square was built to house the chlorinator.

Three hundred feet of 8" pipe remains to be laid in the spring, the ditch for which is about 50 percent excavated. Three manholes remain to be built, also considerable backfilling around the sedimentation tank and over trenches is unfinished.

Improvements by Park Utilities:

Yellowstone Park Camps Company

The Yellowstone Park Camps Company continued work on its new plant at Old Faithful Camp. By the close of the month all

units were under roof and the work eighty percent complete. The improvements consist of a new dining room, 50 x 150 feet, kitchen, 30 x 120; service wing, 48 x 84, comprising refrigeration plant and commissary and a second wing, 36 x 60, for employees' dining hall. A separate building houses a new boiler house and electric light plant.

On October first, the Company began the construction of the Cody Road Lunch Station, a new camp on the East Boundary of the park, for the noon-day attendance of visitors who enter or leave the park via the Cody road. This new rustic building is 150 feet long and 100 feet wide. On October 31st, the work was 25% complete.

At Canyon Camp an extension to the kitchen department, 70 x 45 feet, was made. A small crew also worked on cabins and tents for the 1924 quota of additions. It is expected that Canyon Camp will have a capacity of 800 guests in 1924.

Yellowstone Park Hotel Company

Lake Hotel: Roughing in of hot and cold water pipes to each room in old part of hotel, 60% completed.
Dining room addition and rooms above framed in.
New addition to kitchen and work on old kitchen started.
Addition to engine room roughed in.
Changes in lobby started.
Work on rewiring old rooms started.
Old Waters' store and house torn down.

Canyon Hotel: Roughing in of hot and cold water pipes for running water in all rooms 60% completed.
Road in rear of hotel for unloading baggage and baggage platform completed.
New screens for all windows delivered at hotel.
Refinished floor of Canyon Lounge.

Old Faithful: Plumbing in new women's and men's washrooms installed.
Hotel desk and telegraph desk in lobby moved to new location.

Mammoth Hotel: Old kitchen torn off and new kitchen started.
Rewiring of old part of hotel 40% completed. Fifteen rooms repapered.

(c) Miscellaneous Improvement Work

The Master Painter spent almost his entire time in painting and repairing signs for the 1924 season. Some work was accomplished in the repair of quarters.

The Master Mechanic and his helpers repaired cars, trucks and general equipment. The Blacksmith and Carpenter did general repair work.

The Master Plumber and his assistants completed the Canyon water system; repaired the dam at Tower Falls; cleaned camp grounds; maintained water and sewer systems at Mammoth, and enlarged heating plant in the Bachelor Building.

The Steward and Master of Transportation supervised the hauling of freight, mostly coal and hay, from Gardiner to headquarters and to points in the park. Six truck drivers continued on duty throughout the month.

Buildings, Grounds, etc., at Headquarters: With the completion of the wood cutting at the end of the month, cleaning of grounds, and moving lumber to remodeled shed, the work of this department goes on a winter basis, with but two men on duty.

The Telephone System and Power Plant were operated in the usual manner. The Power Plant was run constantly with the results shown in comparison for October, 1922, as follows:

	<u>1922</u>	<u>1923</u>
Total current generated, in KW hours	23,190	35,410
Of this, sold to public utilities @ 5¢ per KWH	5,501	5,115
Consumed for street lighting	3,087	1,736
Balance, consumed in Government buildings, for power and lighting and lost on lines in transit	14,602	28,559
Peak load during month in KWH	76	110

The Telephone and Switchboard Office was open daily from 7:30 A.M. to 8:45 P.M. The total business handled was as follows:

Switchboard Calls

On Government local lines	4847
On Hotel Company lines	447
On Long Distance Connections	257
Total	5551

Telegrams

Government sent	130
Commercial sent	117
Total	247

Government received	80
Commercial received	<u>122</u>
Total	202

Office Force

The office force was busy with usual routine work which includes orders, payment of vouchers, preparation of accounts, reports, general correspondence, etc. 1144 pieces of official mail were received and 1584 were sent out during the month.

Trip to Livingston

I made a trip to Livingston October 6th, 7th and 8th, for the purpose of conferring with Livingston business men and to discuss with organizations, including the Chamber of Commerce and Rotary Club, problems of mutual interest to the park and the City of Livingston, which is our principal gateway city.

Ranger Patrols

The existing open season on game in Montana and Wyoming has made extensive patrols of the park boundaries necessary. Rangers were moved on their winter stations before the opening of the hunting season, and regular patrols have been made.

Extensive patrols of inspection were made by Chief Ranger Woodring, First Asst. Chief Ranger Trischman and Assistant Chief Ranger Douglas. Chief Ranger Woodring left headquarters on October 6th, going to Riverside via the trail, and on the 7th and 8th he went to Bechler River via the West Boundary Trails. He spent the following five days superintending the construction of a cabin on Boundary Creek. From this point he went to Snake River, thence to the Lake via the loop road. The next five days were spent on a trip to the Upper Yellowstone District. He returned to headquarters on the night of the 20th.

First Assistant Chief Ranger Trischman made a trip to Bechler River and return and assisted in constructing the Boundary Creek Cabin. He also made a trip over the Northern District.

Assistant Chief Ranger Douglas made an inspection trip over his entire district and assisted in building the Boundary Creek Cabin.

VII. POLICIES

There were no changes in policy during the month.

VIII. COST OF OPERATION

The cost of operating the park for the month of October, 1923, will be shown on the Monthly Cost Accounting Report which will go forward as soon as prepared.

IX. OTHER MATTERS OF INTEREST

Wild Animals

Mountain Sheep: On October 14th the first mountain sheep appeared in the Gardiner River Canyon. Since that date as many as 14 have been seen there at one time, all ewes and lambs.

Moose: Moose have been seen in many sections of the park. Chief Ranger Woodring saw 26 while in the Upper Yellowstone District. However, only a few of these were bulls and most of the cows were without calves.

Antelope: On October 14th the first band of antelope moved onto the flats at Gardiner. "Old Bill", the photographers' favorite, made his appearance in early September but it was not until over a month later that others came down. At times there have been over 200 on the field.

On the 31st one large buck died, probably from old age.

Buffalo, tame herd: On October 23rd, when the superintendents of all National Parks went to the Buffalo Ranch, 550 buffalo were brought down from Mt. Norris for inspection. Aside from this event no special duties were pursued at the Buffalo Ranch.

Other Animals: Several badgers were seen. They seem to be increasing rapidly. New beaver colonies have been noted.

Trip to Gallatin Mountains

On October 3rd, accompanied by Chief Ranger S. T. Woodring, I left headquarters with a pack outfit for the Gallatin Mountains. This trip was for the purpose of gathering further data with refer-

once to wild life conditions in the Gallatin Mountains and the probable effect that the building of an automobile road through these mountains would have on big game animals such as elk, deer and mountain sheep. As our September report shows, I had made a trip through Bighorn Pass and into the upper reaches of the Gallatin River September 9th and 10th. On this October trip the Chief Ranger and I covered the valleys of Pawn Creek, Gallatin River, Stellaria Creek, Fan Creek, the Upper Gardiner River and the headwaters of Mal Heron Creek. We not only quite thoroughly explored these valleys and studied wild life conditions but we climbed to the summits of Three Rivers Peak, Bannock Peak and Gray Peak, all 10,000 feet or over in altitude. From these high points we were able to study the topography of the Gallatin Mountains to good advantage. We were tremendously impressed with the suitability of the Gallatin Mountains and the river valleys heading in them for wild life, particularly for spring, summer and fall grazing, for elk, bighorn sheep and deer. At the conclusion of our trip we were more than ever convinced that it would be unwise, if not disastrous, from the standpoint of Yellowstone's wild animals if an automobile road should be built through the Gallatin Mountains. I shall shortly prepare a report on the proposal of the Chicago, Milwaukee and St. Paul Railroad to build or have built a road through these mountains and shall illustrate this report with pictures that I believe will show clearly the necessity for keeping these Gallatin Mountain valleys free from the noise and confusion that inevitably comes with the great influx of automobiles.

In the course of our trip the Chief Ranger and I gathered considerable data relating to new trail routes and we found at the conclusion of our inspection that we had several new ideas that, when carried out, will better protect the northwest corner of the park from damage by forest fires. Next year I propose to explore and photograph the Gallatin Mountains all the way from Mt. Holmes, on the south, to the summit of Electric Peak, on the north line. The Gallatin Mountains are very scenic and in many respects resemble some parts of Glacier Park. There are many charming lakes at the heads of the rivers and the forests are particularly interesting and attractive.

Montana Legislation affecting Elk:

On October 28th, 1922, Chief Ranger Woodring and I made an inspection of the Northwest corner of the park and crossed the Gallatin Mountains through two passes. At that time elk were ranging at the very headwaters of our rivers that head in the Gallatin Mountains. This year, we made a similar trip on October 3rd and were very greatly surprised and grieved to see that the elk were already from six to eight miles lower down the valleys and that the headwaters of all the streams rising in the Gallatin Mountains had been utterly vacated by the elk herds. Thus, in spite of the fine

range conditions, that is, the high and luxurious grasses available on the upper ranges of the rivers, the elk had moved down to lower altitudes approximately three weeks earlier than they should have moved from their summer and fall range. Observations on the West side of the Gallatin Mountains disclosed similar conditions although the elk had not moved quite so far from the heads of the valleys as they had on the east side of the range. Similar conditions were observed by rangers in other sections of the park. Of course, all precautions have been taken to protect all of the boundaries of the park from poaching and ample winter supplies have been placed in the ranger stations and snowshoe cabins in order that the winter patrols may be made with the maximum efficiency.

I have advised you that the last legislature of the State of Montana lengthened the open season on elk to such an extent as to give this year a 65-day hunting season, October 15th-December 20th. Because of the bad weather conditions of October and the presence of elk in the low altitudes a slaughter of elk similar to, but perhaps not as bad as the one that occurred in 1919, seems imminent. After my trip to the Gallatins, which I have just described, I addressed a letter to the Fish and Game Commission of the State of Montana, appealing to the Commission to exercise its power in curtailing the elk season to the period October 15th-November 15th, inclusive; if this did not seem advisable to curtail it to October 15th-November 30th, inclusive. I explained to the Commission the elk situation as I had observed it and strongly urged action at its October 9th meeting. The Commission, however, declined to take action although it declared itself in sympathy with any proposal involving the curtailment of the season, provided weather conditions during the month following its meeting were such as to indicate that there certainly would be a slaughter north of the park.

I was informed that at the next meeting of the Commission which was to be held November 1st, my appeal would again be considered and final action taken. However, the November meeting was indefinitely postponed. When this meeting is held I shall attend and make a personal presentation of wild life conditions and hope that the season will be curtailed to a reasonable period and the State of Montana thus spared the adverse criticism that will come upon her if an elk slaughter follows the ill-advised action by the State Legislature in unduly enlarging the open season.

Fish Planting

A report by the Bureau of Fisheries shows that a total of 13,015,000 trout were collected in the park and returned to park waters the past summer. Of these, 42,000 were green eggs; 6,706,000 eyed eggs, and 6,267,000 advanced fry.

Until the last few years it has been the policy of the Bureau of Fisheries to collect spawn in Yellowstone Lake and then plant the collection everywhere except back in the lake. As a result, the collections of eggs started to fall off rapidly and the number of fish in the lake showed a noticeable decrease. Although perhaps a factor, this condition was blamed entirely on the market fisherman and the pelican, when the main cause was due to the fact that the natural reproduction in the lake was materially cut down. However, this policy was changed four years ago and the collection of eggs has increased steadily and although more fish are being taken from the lake now than ever before, there is an abundant supply.

It is interesting to note that 7,566,000 trout were returned to Lake waters this year. It is fitting that over half the fish planted in the park should be planted in Yellowstone Lake, as no doubt over half the fish caught in the park are taken from these waters.

Below is a detailed statement showing the distribution of trout during the season:

Where Planted	Green Eggs	Eyed Eggs	Advanced Fry	Total
Astor Creek			140,000	140,000
Arnica Creek			100,000	100,000
Bridge Creek			162,000	162,000
Bacon Rind Creek		217,000		217,000
Broad Creek		230,000		230,000
Black Tail Creek			280,000	280,000
Bechler River		200,000		200,000
Columbine Creek		291,000	309,000	600,000
Clear Creek		689,000	270,500	959,500
Chipmunk Creek		1,855,000	180,000	2,035,000
Cub Creek		403,000	97,000	500,000
Campanula Creek		225,000		225,000
Cascade Creek			140,000	140,000
Cascade Creek, Southern Boundary			70,000	70,000
Crawfish Creek			73,500	73,500
Elk Creek			101,500	101,500
Fish Lake	42,000	285,000		327,000
Total forwarded	42,000	4,395,000	1,923,500	6,360,500

Where Planted	Green Eggs	Eyed Eggs	Advanced Fry	Total
Amt. Brot Forward	42,000	4,395,000	1,923,500	6,360,500
Fall Creek		225,000		225,000
Flat Mountain Arm		360,000		360,000
Grouse Creek		502,000	96,000	598,000
Grassy Creek		100,000		100,000
Glade Creek			70,000	70,000
Geode Creek			140,000	140,000
Grayling Creek			140,000	140,000
Gallatin River			140,000	140,000
Hatchery Creek No. 1			338,000	338,000
Hatchery Creek No. 2			133,000	133,000
Hellroaring Creek		154,000		154,000
Jackson Hole, Streams in			332,500	332,500
Lamar Valley, Small Streams in		282,000		282,000
Loon Lake			70,000	70,000
Libby Creek			73,500	73,500
Maple Creek		225,000		225,000
Mountain Ash Creek		100,000		100,000
Middle Creek			313,500	313,500
Pelican Creek			637,500	637,500
Pebble Creek			140,000	140,000
Polecat Creek			73,500	73,500
Rose Creek			42,000	42,000
Soldiers Creek			155,000	155,000
Solution Creek		202,000		202,000
Southeast Arm, Streams in		111,000		111,000
Soda Butte Creek			140,000	140,000
Squaw Lake			50,000	50,000
Slough Creek			140,000	140,000
Thumb Creek			291,000	291,000
Transportation Creek			150,000	150,000
Thumb Creek No. 2			318,000	318,000
Tainters Creek		50,000		50,000
Trout Creek			140,000	140,000
Yellowstone River			220,000	220,000
	42,000	6,706,000	6,267,000	13,015,000

Superintendents' Conference

A very successful conference of all of the National Park Superintendents was held in Yellowstone Park October 21st-28th.

Director Stephen T. Mather and Assistant Director A. B. Cammerer were in attendance and we were fortunate also in having several invited guests from different sections of the country who assisted in the discussion of many important problems. Programs of the conference are attached. This program was followed almost literally. The sessions of the conference were held in the Information Office and the entertainments in the Amusement Hall.

Prior to the departure of the visiting officials and their guests from Livingston, on their way to the Park October 21st, the Chamber of Commerce of that city tendered them a breakfast at the Park Hotel. This was much appreciated by all and particularly by me as this courtesy was particularly complimentary to the park. The Mayor of Livingston attended the banquet which was held Tuesday night, October 23rd, and four prominent members of the Rotary Club, of which I am a member, also attended the banquet and assisted in the entertainment by rendering original songs.

The members of the conference were fortunate in seeing wild life in the park. As they entered the arch at Gardiner Sunday morning, October 21st, and again as they left on October 28th, they saw over 100 antelope. Mountain sheep were on the hillsides between Mammoth and Gardiner, and on the lawns about headquarters there were many mule deer. At the Buffalo Ranch over 550 buffalo were brought down for the party to see and in all sections of the park elk were to be observed in abundance. In Gibbon Meadows the day the party went to Old Faithful a large bull moose was seen.

The following were in attendance at the conference:

Director Stephen T. Mather, and Mrs. Mather
Assistant Director A. B. Cammerer, and Mrs. Cammerer
Superintendent J. R. Eakin, of Glacier National Park, and Mrs. Eakin.
Superintendent Roy Brazell, of Wind Cave National Park, and Mrs. Brazell.
Superintendent J. L. Nusbaum, of Mesa Verde National Park, and Mrs. Nusbaum.
Superintendent Harry Karstens, of Mt. McKinley National Park, Mrs. Karstens and son.
Acting Superintendent Walter Ruesch, of Zion National Park, and Mrs. Ruesch.
Chief Civil Engineer Geo. E. Goodwin
Chief Landscape Engineer Dan R. Hull

Chief Field Accountant F. P. Farquhar
 Superintendent W. B. Lewis, of Yosemite National Park
 Superintendent W. W. Crosby, of Grand Canyon National Park
 Superintendent John R. White, of Sequoia and General Grant
 National Parks
 Superintendent Owen Tomlinson, of Mt. Rainier National Park.
 Superintendent Roger W. Toll, of Rocky Mountain National Park.
 Superintendent Thos. Boles, of Hawaii National Park
 Superintendent C. A. Waring, of Hot Springs National Park
 Superintendent C. G. Thomson, of Crater Lake National Park
 Custodian Frank Pinkley, of Casa Grande and Tumacacori National
 Monuments, and Mrs. Pinkley
 Miss Isabelle Story, Secretary to the Assistant Director, and
 Secretary of the Conference
 Mrs. John Dickinson Sherman, of Chicago, Chairman of the Education-
 al Department of the General Federation of Womens' Clubs,
 which department has supervision of the Division of Conser-
 vation of the General Federation.
 Col. Jas. G. Steese, Chairman, Alaska Railroad Commission
 Mr. W. E. Colby, Secretary of the Sierra Club, California
 Mr. T. H. Martin, General Manager, Rainier National Park Company
 Mr. W. T. S. Curtis, lawyer and friend of the parks, Washington,
 D. C.
 Mr. G. E. Reynolds, Managing Editor of the Stockton Record,
 Stockton, California.
 Mr. J. H. Greis, Chief, Building and Housing Division, Department
 of Commerce, Washington, D. C.
 Mr. J. C. Evenden, U. S. Bureau of Entomology
 Major W.A. Welch, Manager and Chief Engineer of the Palisades Inter-
 state Park, of New York, best developed park in the world.

Preparation for Winter

During the month, in preparation for the approaching winter,
 all of the grounds at headquarters and about the various stations
 in the park were thoroughly cleaned and made ready for next season's
 use. All property was inspected and stored for winter, the lumber
 stored in the remodeled shed and all equipment housed.

Post Office

The postmaster reports that the work during October was
 heavier than usual for this time of the year, due to the presence

of an unusual number of people attending the Park Superintendents' convention, and increased building activities among the concessioners.

Religious Services

Church services were held in the Chapel every Thursday evening at 7:45 o'clock by Rev. Geo. F. Keehler, of the English Lutheran Church of Livingston, Montana.

The Rev. W. Friend Day, of Emigrant, Montana, held services in the Chapel Sunday morning, October 21st, at 11:15, and again at 10:00 o'clock on the morning of October 28th. Mr. Day was away from his parish on annual leave of absence during the latter part of September and early October.

The Rev. Thos. Huxley, Baptist minister from Livingston, Montana, held services in the Chapel on Sunday evening, October 21st, at 8:00 o'clock P.M.

All of the services from October 21st to 28th, inclusive, were planned especially for the benefit of the visiting members of the Park Superintendents' Conference. It is planned to hold most of the services during the winter in a smaller room than the Chapel (located in the Post Exchange Building), which will be much easier to heat.

School

Activities of the Mammoth private school continued under tutelage of Mrs. Jessie L. Cummings, who reports having 14 students, 10 boys and 4 girls. A report for the school month is attached.

Entertainment

On Friday, October 5th, the Yellowstone Amusement Club began showing moving pictures of current releases. This custom, will be followed weekly, as usual, throughout the winter season.

Circulars

The following circulars were issued during the month, and a copy of each is attached hereto:

No. 58	Oct. 6th	Fishing Prohibited in Madison River
59	19th	Superintendents' Conference
60	31st	Absence of Dr. Wolfe, Park Physidan

IX. RECEIPTS AND REMITTANCES

Certified check #1948, dated October 9, 1923
drawn by H. W. Child, on National Bank of
Montana, Helena, Montana, to the Director,
National Park Service, amount 226.07

Certified check #1403, dated October 9, 1923,
drawn by H. W. Child, on National Bank of
Montana, Helena, Montana, to the Director,
National Park Service, amount 93.94

Certified check #3892, dated October 6, 1923,
drawn by Elizabeth Trischman on Yegen Bros.,
Bankers, Gardiner, Montana, to the Director,
National Park Service, amount 8.33

Certified check 2212, dated October 8, 1923, drawn by
E. H. Moorman, on the Northwestern National
Bank, Livingston, Montana, to the Director,
National Park Service, amount 229.45

Certified check #182, dated October 8, 1923, drawn
by Geo. Whittaker, on the National Park
Bank, Livingston, Montana, to the Director,
National Park Service, amount 60.60

Certified check #2239, dated Oct. 11, 1923, drawn
by Howard H. Hays, on the Northwestern
National Bank, Livingston, Montana, to the
Director, National Park Service, amount 240.00

Certified check #932, dated October 10, 1923, drawn
by J. E. Haynes, on Yegen Bros., Bankers,
Gardiner, Montana, to the Director, National
Park Service, amount 36.25

Total 894.64

Cordially yours,

Horace M. Albright,
Superintendent.

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

3

Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming.

C O N F E R E N C E N E W S

CIRCULAR OF INFORMATION

(KEEP THIS WITH YOUR MANUAL FOR RAILROAD VISITORS AND RULES AND
REGULATIONS - GUIDE BOOK)

Introducing Joe Joffe:

This circular will be handed to you on the train after it leaves Livingston by Mr. Joseph Joffe, of the Superintendent's office, Yellowstone Park. He has been sent to Livingston to advise the superintendents and other delegates to the conference regarding the plans for the conference, and to aid and assist them in getting hotel accommodations in Livingston, and in getting their baggage aboard the train. He is thoroughly familiar with all details of the conference and no one should hesitate to ask any questions of him.

Arrival in Gardiner:

By special arrangements with the Northern Pacific the train Sunday morning will stop at the summer, or tourist, station in Gardiner, a very attractive log building that is used during the season by this railroad company, which serves the Northern Entrance. Before detraining at Gardiner, members of the conference will turn over their baggage checks to Mr. Joffe, who will arrange for the transportation of the baggage by truck to park headquarters. All hand baggage will be taken on the busses and automobiles that will be waiting at the station when the train arrives.

Upon detraining all members of the conference are invited to make a hasty inspection of the station and take a look at the North Entrance Arch. Two park touring cars, a private closed car, and three busses of the Yellowstone Park Transportation Company have been detailed to care for the members of the conference while they are in the park. These cars will always proceed in the following order and will be in charge of park men as stated below:

<u>No.</u>	<u>Car</u>	<u>In Charge</u>
1.	Superintendent's Car	Superintendent Albright
2.	Engineer's car	Engineer Burney
3.	Private Closed Car	Chief Clerk Bilkert
4.	Park Bus	Chief Ranger Woodring
5.	Park Bus	Master Plumber Wiggins
6.	Park Bus	Joe Joffe

Assignment to these cars will be made at Gardiner or at headquarters. Members of the conference are invited to make up their own parties if they so desire.

The Entrance Arch:

The Entrance Arch at Gardiner is sometimes known as the Roosevelt Arch, and sometimes called the Gardiner Gateway. The cornerstone was laid by President Theodore Roosevelt April 24, 1903. The arch is built of columnar basaltic blocks taken from old lava flows of the park. The inscription on the arch is taken from the Act of Dedication, Act of March 1, 1872, creating the Yellowstone, the first national park established in the world.

Inside the arch, the cars will stop at the checking station, which is in charge of Park Ranger T. C. Pound. Park Ranger Pound will meet the cars. The checking station is an interesting bit of architecture, designed by and built under the guidance of Chief Landscape Engineer Dan Hull. A comfort station, attractive flagpole layout and drinking fountain, which have been designed by Mr. Hull, remain to be constructed to complete the gateway development.

Antelope in the Hayfields at Gardiner:

Leaving the checking station the road crosses a level stretch with alfalfa fields on either side. Haystacks are in the distance. Hay is cultivated at Gardiner and stacked principally for the use of antelope but occasionally it is necessary to use it for both elk and mountain sheep. Antelope will be seen on these fields. There are over three hundred of these beautiful animals in the park.

Leaving the hayfields, the road turns up the Gardiner River, one of the principal tributaries of the Yellowstone, which you will have been following all the way from Livingston. It is possible that on the left hand side of the road above the sandstone cliffs you may see mountain sheep. Four were seen grazing at this point Sunday, October 14th.

As you pass around the sandstone cliffs, you will notice the old road which was torn away by the river in the spring of 1918. You will note also that the mountain on the opposite side of the river is slipping into the river. It is one of the causes for the destruction of the road. The new road, planned and built by Chief Civil Engineer George E. Goodwin, cost approximately \$50,000 and is a little over one-third of a mile in length. During the season of 1918 traffic had to be routed over an old road high up on the hills, while the new highway was being built against the cliffs.

The State Line:

After leaving the sandstone cliffs the road crosses the State Line. The line is approximately two miles from headquarters, leaving approximately three miles of the park along the north line within the State of Montana. The park has an area of 3,348 square miles, or 2,142,720 acres, of which 198 square miles or 125,720 acres are in the State of Montana; 36 square miles or 23,040 acres in the State of Idaho; and the remainder 3,114 square miles or 1,992,960 acres, in the State of Wyoming. The park is older than any of the states and when the states were created years after the park was established Congress withheld exclusive jurisdiction over the park, and the states today cannot exercise any authority within the park boundaries except that they can levy civil and criminal process within the park. In other words, for instance, if a criminal should escape into the park, the state authorities could come after him. The state cannot collect taxes, nor does its laws apply except as we choose to enforce state laws within this area.

At Headquarters:

Two miles beyond the state line the road leads into headquarters,

which from 1886 to 1918 was known as "Fort Yellowstone", there being located here a four troop cavalry post and all appurtenant buildings, including hospital, bachelor officers' quarters, power plant, etc. The administration of Yellowstone National Park was very fortunate in inheriting its magnificent structures. The total cost of the Fort was in excess of \$1,000,000, and it costs over \$10,000 a year to maintain the Fort and grounds in presentable condition. In addition to Fort Yellowstone we also inherited an engineering plant which includes the Superintendent's office. The Corps of Engineers, U. S. Army, operated in the park independently of the military forces which were in charge of a Lieutenant-Colonel or Colonel of Cavalry. The Fort is located on a dead hot spring terrace which many centuries ago was as active as the colored terraces to be seen rising south and southwest of headquarters. Many changes have been made in the Fort; for instance, the Bachelor Officers' Building, lower floor is now a service building containing post office, information office and medical service. The spacious barns have been turned into shops and storage sheds, and many of the barracks have been turned into warehouses.

Rooms and Board:

Arrangements have been made to house the members of the conference in government buildings. Men who have their wives with them will be cared for in families of park employees. Mr. Joffe will have the room assignments with him. Men who are unmarried or unaccompanied by their wives will be housed in what is known as the Community House, an old hospital building which for some years has been used by unmarried employees and by temporary employees in summer. This building is steam heated and will be very comfortable. Men accompanied by wives will eat, as well as sleep, in the homes to which they are assigned. The men assigned to the Community House will eat at the mess back of the Superintendent's office, which is maintained by Mrs. C. Roe, for our unmarried employees or those who do not keep house. This is not a Government mess. We have arranged with Mrs. Roe to feed the Superintendents and other members of the conference at \$2.00 per day. Meals will be served promptly as follows: Breakfast, 8:30 A. M.; Lunch, 1:00 P. M.; Dinner, 6:30 P. M.

Members of the conference taking their meals at Mrs. Roe's mess will kindly make payments to Mr. Joffe for the entire week's board as soon as convenient after arriving at headquarters. There will be no charge for sleeping accommodations or for care of rooms, but no credit will be allowed for meals not taken at Mrs. Roe's mess hall.

PROGRAM OF THE WEEK

Sunday, October 21st:

The cars will arrive at headquarters not later than 11:00 A. M. There will be services in the headquarters Chapel at 11:15 A. M., in charge of the Rev. W. Friend Day, of the Episcopal Church, who preaches in our chapel regularly throughout the year.

After luncheon at 1:00 P. M. the members of the conference will be guided over the terraces of the Mammoth Hot Springs and will be taken on an inspection of the Mammoth Camp, Buffalo Corral and Mammoth Hotel.

About 5:00 o'clock it is planned to inspect the U. S. Weather Bureau, which is very complete in equipment, containing many extremely interesting instruments. The Weather Bureau will be explained by Observer E. H. Fletcher, who is in charge of this station.

After dinner, at 6:30 P. M., members of the conference will be at liberty to go into the Superintendent's office, where one or two clerks will be on duty.

There will be evening services at the headquarters Chapel at 8:00 P. M. The Rev. Thos. Huxley, of the Baptist Church of Livingston, will be in charge of the evening services. Mr. Huxley is a member of the Rotary Club at Livingston and actively engaged in many civic affairs.

Monday, October 22nd:

This day will be spent in making a trip to Upper Geyser Basin (Old Faithful) and return to headquarters. Breakfast will be served earlier than usual, if possible. At any rate, cars will leave not later than 9:00 A. M. for Old Faithful. Stops will be made enroute at Apollinaris Springs, Norris Geyser Basin, Madison Junction, Mammoth Paint Pots, Excelsior Geyser and Old Faithful. (Refer to your Manual for Railroad Visitors). At Old Faithful, luncheon will be served by the Yellowstone Park Camps Company at its Old Faithful Camp. Approximately two hours will be expended in the inspection of Upper Geyser Basin, the automobile camp grounds, the ranger station, Old Faithful Inn and Old Faithful Camp. The cars will leave Old Faithful for the return trip not later than 4:00 P. M.

After dinner, Monday evening, the members of the conference may repair to the Amusement Hall, where motion pictures and slides of national parks will be run. Superintendents will here be given an opportunity to boost their parks. Those not getting a chance Monday evening will have Wednesday, Thursday and Friday evenings to talk.

Tuesday, October 23rd:

A start will be made not later than 9:00 A. M. for the Northeastern section of the park, where the Buffalo Ranch is located, and if possible, as much of the big herd of buffalo as can be rounded up will be brought down for exhibition (perhaps a stampede). Lunches will be taken along and will be eaten at the Buffalo Ranch. On this trip elk, deer, antelope and buffalo will probably be seen.

At 6:30 P. M. a banquet will be tendered to the members of the Conference in the Amusement Hall by Yellowstone Park employees and park public utilities. This will be an elaborate and entertaining affair and there will be a barrel of fun attached.

Wednesday, October 24th:

Cars will start not later than 9:00 A. M. for Lake Yellowstone and Grand Canyon, going via Norris and returning by way of Dunraven Pass. Cars will go straight through to Lake Yellowstone and will return to Grand Canyon for lunch at Canyon Camp. After luncheon, at 1:00 P. M., an inspection will be made of the Grand Canyon at Artist and Inspiration Points, the Canyon Camp, Canyon Hotel, Ranger Station, automobile camp, new water system, etc. Cars will leave the Canyon not later than 3:30, going via Dunraven Pass and Tower Falls, arriving at headquarters about 6:30. It will not be possible to go on top of Mt. Washburn as the road is already blocked by snow and there is a possibility that even the Dunraven Pass trip cannot be made as the road ascends to an altitude of 8900 feet.

After dinner more pictures at the Amusement Hall.

Sheet No. 5.

Thursday, October 25th:

All out at 6:30 A. M., starting at 7:00 o'clock for a walk or ^{horse-}~~back~~ ride on the trails. Part of the members of the conference will go riding while others will hike. The horseback party will be under the direction of Chief Ranger Woodring; pedestrians under the leadership of Director Mather or Superintendent Albright. Breakfast at 8:30.

Executive sessions of the Conference begin at 9:00 A. M. in the Information Office. These will continue until 1:00 and will resume again at 2:00 P. M. and then continue until 4:00 P. M. From 4:00 P. M. until 6:00 P. M. an inspection will be made of the shops, barns, warehouses, etc.

After dinner pictures and talks in the Amusement Hall.

At 7:45 P. M. the Rev. George T. Koehler, of the English Lutheran Church, will hold religious services in the Chapel. Rev. Koehler, with Rev. Day, preaches in the park regularly throughout the year.

Friday, October 26th:-

Same routine as Thursday except that in late afternoon inspection will be made of Haynes Picture Shop and transportation company's plant. Pictures and talks in the evening.

Saturday, October 27th:

Same routine as preceding day except that time will be taken for inspection of Superintendent's office, library, publicity results, etc.

Saturday night there will be a dance at the Amusement Hall.

Sunday, October 28th:

It is expected that the conference will adjourn after a final session Sunday morning at 9:00 o'clock. There will be special church services at 10:00 A. M. (Rev. W. Friend Day, Episcopal) for those wishing to attend. Cars will leave for Gardiner at 10:50. The train leaves at 11:30 A. M.

While no arrangements have been made for members of the Conference to stay in the park after Sunday, the 28th, if, for urgent reasons, it is necessary for a few to stay, they can be taken care of in the Community House and at Mrs. Roe's mess, but it will be necessary to limit the number staying to a very few.

MISCELLANEOUS

There will be many opportunities for conferences with the Director and his assistants, with the Chief Civil Engineer and Chief Landscape Engineer, and there will be plenty of time for the superintendents to confer in the Yellowstone Superintendent's Office, inquiring regarding office and accounting methods. Yellowstone clerks will be available for conferences during all working hours and will be available for conferences after hours upon advance notice being given.

For members of the conference not occupying official positions who do not wish to, or cannot be permitted to attend executive sessions of the Superintendent's Conference, there are many walking and riding trips that can be taken. There are several mountains that can be climbed. The library will be found interesting to many.

THE LADIES

The ladies accompanying members to the conference will be entertained in various ways during the last few days in accordance with plans being worked out by the Superintendent's and Assistant Superintendents' wives. They will make all of the trips of the first three days - four, including Sunday, and will be present at all evening events.

THOSE EXPECTED TO ATTEND

Up to the night of Thursday, October 18th, the following had signified their intention of attending the Conference:

Director Stephen T. Mather, and Mrs. Mather.

Assistant Director A. B. Cammerer, and Mrs. Cammerer.

Superintendent J. R. Eakin, of Glacier National Park, and Mrs. Eakin.

Superintendent Roy Brazell, of Wind Cave National Park, and Mrs. Brazell.

Superintendent J. L. Nusbaum, of Mesa Verde National Park, and Mrs. Nusbaum,

Superintendent Harry Karstens, of Mt. McKinley National Park, and Mrs. Karstens and son.

Acting Superintendent Walter Ruesch, of Zion National Park, and Mrs. Ruesch.

Mrs. John Dickinson Sherman, of Chicago, Chairman of the Educational Department of the General Federation of Womens' Clubs, which department has supervision of the Division of Conservation of the General Federation.

Chief Civil Engineer George E. Goodwin.

Chief Landscape Engineer Dan R. Hull.

Chief Field Accountant F. P. Farquhar.

Superintendent W. B. Lewis, of Yosemite National Park.

Superintendent W. W. Crosby, of Grand Canyon National Park.

Superintendent John R. White, of Sequoia and General Grant National Parks.

Superintendent Owen Tomlinson, of Mt. Rainier National Park.

Superintendent Roger W. Toll, of Rocky Mountain National Park.

Superintendent Thos. Boles, of Hawaii National Park.

Superintendent G. A. Waring, of Hot Springs National Park.

Superintendent C. G. Thomson, of Crater Lake National Park.

Custodian Frank Pinkley, of Casa Grande and Tumacacori National Monuments, and Mrs. Pinkley.

Miss Isabelle Story, Secretary to the Assistant Director, and Secretary of the Conference.

Colonel Jas. G. Steese, Chairman, Alaska Railroad Commission.

Mr. W. E. Colby, Secretary of the Sierra Club, California.

Mr. T. H. Martin, General Manager, Rainier National Park Company.

Mr. W. T. S. Curtis, lawyer and friend of the parks, Washington, D.C.

Mr. C. E. Reynolds, Managing Editor of the Stockton Record, Stockton, California.

Mr. J. M. Greis, Chief, Building & Housing Division, Department of Commerce, Washington, D. C.

Mr. Will C. Doclittle, Editor, "Parks & Recreation", a magazine for park superintendents.

Mr. J. C. Evenden, U. S. Bureau of Entomology.

Major W. A. Welch, General Manager and Chief Engineer of the Palisades Interstate Park, of New York, best developed park in the world.

The above is a brief outline of the week's activities and is of course subject to change by order of the Director or because of storms or other unforeseen conditions. Employees of Yellowstone Park most heartily welcome the members of the conference and are ready to do everything in their power to make their stay comfortable, enjoyable and beneficial.

HORACE M. ALBRIGHT

Field Assistant to the Director and
Superintendent of the Yellowstone.

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
Yellowstone Park, Wyo.

October 6, 1923.

CIRCULAR 581

On and after October 10th, and until further notice,
fishing in the MADISON RIVER AND IT'S TRIBUTARIES, is
prohibited.

This order is issued under rule six (6), of the
1923 Rules and Regulations governing the Yellowstone
National Park, and violation of the same is subject to
punishment by the imposition of a fine of not exceeding
Five Hundred (\$500) Dollars, or imprisonment of not exceeding
six (6) months, or both fine and imprisonment. Act of June
26, 1916, 39 Stat., 258.

HORACE M. ALBRIGHT.
Superintendent.

Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming.

October 31, 1923.

CIRCULAR NO. 60.

The park physician, Dr. J. M. Wolfe, is leaving Yellowstone Park November 1st for the purpose of pursuing a post-graduate course in the New York Post-Graduate Medical School. Dr. Wolfe will be away from Yellowstone Park approximately six weeks. The work he will undertake in the New York Post-Graduate Medical School will be along the lines of the most advanced practices in the care of fractures and other injuries and other surgical and medical work that is most needed in territory such as Yellowstone Park.

While Dr. Wolfe is absent on leave to pursue these post-graduate courses, there will be no deduction from the pay of park employees for medical service. All employees should understand that while Dr. Wolfe is absent they are on their own resources so far as medical service is concerned. If serious illness develops resort should be had to the medical and hospital facilities at Chico Hot Springs and Livingston.

Dr. Wolfe is leaving at this time because from the standpoint of the park people this is the best time for him to go. The roads are still open and quick access can be had to both Chico and Livingston.

As to injuries suffered in line of duty by Government employees the Federal Compensation Commission will meet all expenses incident to caring for injuries and in accordance with the compensation law. Particulars regarding this law of employees' rights thereunder can be obtained by personal inquiry of Miss A. B. Madsen, Personnel Clerk of the park at headquarters or by telephoning to her.

Dr. Wolfe's purpose in leaving at this time is most commendable and I know will have the hearty sympathy and approval of all employees of the Yellowstone organization.

For further information inquire of the superintendent's office.

HORACE M. ALBRIGHT
Superintendent

HMA/jj

U. S. DEPARTMENT OF AGRICULTURE, WEATHER BUREAU.

MONTHLY METEOROLOGICAL SUMMARY.

Station, YELLOWSTONE PARK, WYO.; month, OCTOBER, 1923., 19

Date.	TEMPERATURE. (Degrees Fahrenheit.)			Precipitation. (In inches and hundredths.)	Character of day.	Sun- shine, per- cent- age.	ATMOSPHERIC PRESSURE. (Reduced to sea level; inches and hundredths.)	
	Max.	Min.	Mean.				Mean	lowest
	58	35	46	0	PtCl dy	57	30.17	29.45
1	60	28	44	0	Clear	100	30.74	30
2	58	31	44	0	Clear	100		7
3	60	32	46	0	PtCl dy	40		
4	60	33	46	T	PtCl dy	36		
5	55	39	47	T	Cloudy	6		
6	43	36	40	.11	Cloudy	9		
7	52	30	41	0	Clear	96		
8	42	33	38	.22	Cloudy	9		
9	44	31	38	.01	Cloudy	54		
10	40	26	33	T	Cloudy	0		
11	42	20	31	0	PtCl dy	78		
12	52	20	36	0	PtCl dy	67		
13	61	29	45	0	Clear	100		
14	53	26	40	.06	Cloudy	56		
15	39	29	34	.11	Cloudy	11		
16	44	30	37	T	PtCl dy	61		
17	42	29	36	.02	Cloudy	35		
18	49	26	38	.02	PtCl dy	95		
19	58	31	44	0	Clear	100		
20	60	29	44	0	Clear	96		
21	54	32	43	.30	PtCl dy	55		
22	35	28	32	.07	Cloudy	0		
23	33	23	28	0	Cloudy	4		
24	41	20	30	0	PtCl dy	82		
25	44	16	30	0	Clear	95		
26	33	18	26	.11	Cloudy	2		
27	24	7	16	.20	PtCl dy	41		
28	24	5	14	.01	PtCl dy	64		
29	32	2	17	0	PtCl dy	88		
30	44	12	28	0	Clear	100		
Mean	46.3	25.4	35.8	1.24		56		

TEMPERATURE.
(Reduced to sea level; inches and hundredths.)
Mean 30.17; highest 30.74, date 30
lowest 29.45, date 7

TEMPERATURE.
Highest 61, date 14; lowest 2, date 30
Greatest daily range 32, date 31
Least daily range 7, date 23

Mean for this month in
1871 80 89 45 98 36 07 45 16 35
1872 81 90 38 99 38 08 38 17 39
1873 82 91 41 00 42 09 42 18 44
1874 83 92 42 01 46 10 44 19 30
1875 84 93 -- 02 44 11 36 20 38
1876 85 94 44 03 45 12 36 21 45
1877 86 95 43 04 44 13 36 22 44
1878 87 41 96 42 05 34 14 42 23 36
1879 88 43 97 41 06 42 15 44 24
Normal for this month 41.5
Absolute maximum for this month for 37 years 82
Absolute minimum for this month for 36 years -20
Average daily excess (+) or deficiency (-) of this month as compared with the normal -5.7
Accumulated excess (+) or deficiency (-) since January 1 -567
Average daily excess (+) or deficiency (-) since January 1 -1.9

PRECIPITATION.
Total this month 1.24; snowfall 5.3
Greatest precipitation in 24 hours 0.37, date 22-23
Snow on the ground at end of month 1.5

Total precipitation this month in
1871 80 89 1.32 98 2.25 07 0.54 16 3.4
1872 81 90 1.68 99 2.02 08 3.00 17 0.9
1873 82 91 1.44 00 1.22 09 0.34 18 2.2
1874 83 92 0.79 01 0.92 10 1.49 19 2.6
1875 84 93 1.34 02 0.20 11 1.17 20 1.8
1876 85 94 0.89 03 0.50 12 2.85 21 0.5
1877 86 95 0.44 04 0.67 13 1.68 22 0.3
1878 87 96 0.06 05 1.42 14 1.35 23 1.2
1879 88 97 1.72 06 1.07 15 0.34 24
Normal for this month 1.14
Excess (+) or deficiency (-) of this month as compared with the normal #0.10
Accumulated excess (+) or deficiency (-) since January 1 -2.90

MEAN RELATIVE HUMIDITY (Percentage).
6 a. m., 82; Noon p. m., 59; 6 p. m., 64

WIND.
Prevailing direction South; total movement 5139 miles
average hourly velocity 6.9; maximum velocity (for five minutes) 36 miles per hour, from south
on 16

WEATHER.
Number of days, clear 8; partly cloudy 12; cloudy 11
on which .01 inch, or more, of precipitation occurred 12

MISCELLANEOUS PHENOMENA (dates of).
Auroras 0; halos: solar 0, lunar 0
Hail 0; sleet 0; fog 0
Thunderstorms 0
*Frost: light ---; heavy ---; killing ---

NOTE.—“T” indicates trace of precipitation.

In the autumn frosts are not recorded after the occurrence of “killing,” except in Florida and along the immediate coast of the Gulf of Mexico.

1923

Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming.

MEMORANDUM FOR THE PRESS:

Release ON RECEIPT:

Yellowstone Park, Wyoming, October 30. - All travel records to Yellowstone National Park were broken during the season which closed September 20th, according to official revised statistics which have just been issued.

The total travel was 138,352 persons compared with 98,223 in the season of 1922. Of the total only 976 persons arrived prior to the official opening June 20th. The increase of 40,129 visitors this year exceeded the most confident pre-season estimate by at least fifteen thousand.

The extraordinary number of visitors is attributed to the rapid development of independent automobile travel, splendid railroad service, the national attention directed to the park by the visit of President and Mrs. Harding and their official party, and the generally favorable conditions encountered by those seeking recreation in the park. The year was exceptional for the abundance of wild animal life and the profusion of wild flowers. The weather during most of the summer was delightful.

Of the total travel this year 44,806 persons came by rail, 91,224 by automobile, 207 by motorcycle, and 1,140 on horseback and on foot.

The rail travel of 44,806 persons compared with last year's figure of 33,353. The 91,224 automobile visitors came in 27,359 cars. Last year there were 61,507 automobile visitors in 18,253 cars.

The Gardiner Gateway, or northern entrance, proved the most popular for automobile tourists. 8,691 cars, carrying 28,690 persons arrived there during the season, compared with 7,665 cars with 25,496 persons at the Cody Gateway, or eastern entrance, holder of this record for two years; 6,349 cars with 22,531 persons at the western entrance, and 4,331 cars with 14,507 persons at the southern entrance. The remarkable travel through the south entrance, which is comparatively a new route, is noteworthy.

The western was the most patronized rail entrance. Twenty-three thousand one hundred and fifteen visitors arrived there by rail; compared with 14,117 at the Gardiner Gateway, 7,407 at the eastern entrance, and 167 at the southern.

The automobile travel totals include 1,005 cars and 3,448 visitors who entered the park more than once during the season.

Visitors to the park came from every state in the Union, from Alaska, the Philippines, Hawaii and the Canal Zone, and from twenty one foreign countries, including England and seven other countries of the British Empire.

Curiously there was no resident of Delaware among the visitors who came to the park by automobile. Illinois leads the list of rail visitors, 5,747 residents of this state having been classified; Ohio is second with 3,552 visitors coming by rail, New York third with 3,101, and Pennsylvania fourth with 2,530. One-fourth of all of the visitors coming to the park by train came from Iowa, Illinois, Indiana and Ohio.

Montana leads the list of states sending travelers to the park in their own automobiles, having 10,725 of her citizens registering at the gates

during the summer. The second largest number of motorists, 7,627, came from California. In rail visitors California ranks sixth.

There were 117 makes of cars in the park and six makes of motor-cycles.

The largest number of visitors entering the park in a single day in Yellowstone history was on August 7th when 2,859 visitors entered at the various gateways. On each of eighteen days, over 2,000 people entered the park and a rough census of visitors camping in the park and residing at the hotels and permanent camps, taken about August 1st, showed over 14,000 people touring the national playground at that time.

HORACE M. ALBRIGHT
Superintendent

Following are tables giving a detailed analysis of 1923 travel to the park by rail and motor and via the several entrances.

Total Season Travel By Entrance - 1923 and 1922
Yellowstone National Park

1 9 2 3

ENTRANCE	RAIL	*BY AUTOMOBILE	BY MOTORCYCLE	etc.	Walking	Horseback	Pre-Season	TOTAL
Visitors	Cars	Visitors	Cars	Visitors	Visitors	Visitors	Visitors	VISITORS
North	14,117	8691	28,690	45	71	542		43,420
West	23,115	6349	22,531	33	44	177		45,867
East	7,407	7665	25,496	32	48	365		33,316
South	167	4331	14,507	31	44	56		14,774
Pre-Season								
North & West		323					975	
Totals	44,806	27359	91,224	141	207	1,140	975	138,352

1 9 2 2

ENTRANCE	RAIL	*BY AUTOMOBILE	BY MOTORCYCLE	etc.	Walking	Horseback	Pre-Season	TOTAL
Visitors	Cars	Visitors	Cars	Visitors	Visitors	Visitors	Visitors	VISITORS
North	10,861	5448	18,154	47	76	669		29,760
West	17,094	4983	17,794	41	62	801		35,751
East	5,304	5964	20,039	35	55	337		25,735
South	99	1548	5,520	3	5	100		5,724
Pre-Season								
North & West		310					1,253	
Totals	33,358	18253	61,507	126	198	1,907	1,253	98,223

*Includes 1,005 cars and 3,443 visitors entering more than once during the season of 1923, and 934 cars and 3,168 visitors entering more than once in 1922.

Automobiles by Entrance and Exit Gateways (1)

ENTRANCE GATEWAY	Exit Gateway				Total Cars Entering Park
	North	West	East	South	
North	3,828	2,271	2,062	530	8,691
West	1,774	1,932	1,421	1,222	6,349
East	2,701	1,895	1,862	1,187	7,665
South	908	1,408	1,035	980	4,331
Total Exit Cars	9,211	7,506	6,400	3,935	27,036
Pre-season cars unclassified.					323
Motorcycles unclassified.					141
Grand Total all cars and motorcycles.					27,500

(1) Passengers are not counted as cars are checked out, but the approximate number of people using these cars can be obtained by multiplying number of cars by 3.334, given as the average number of people entering the park in each car.

Rail Travel by Entrance and Exit Gateways

ENTRANCE GATEWAY	Exit Gateway				Total Rail Tourists Entering Park
	North	West	East	South	
North	5,653	1,968	4,344	28	14,117
West	2,026	16,219	3,222	25	23,115
East	1,976	2,682	2,625	42	7,407
South	10	80	53	12	167
Total Exit Visitors	9,665	20,949	10,244	107	44,806

TOURISTS REACHING PARK GATEWAYS BY RAIL
AND ACCOMMODATED AT HOTELS AND CAMPS

Classified by States.

STATE	NORTH ENTRANCE :Htls.-Camps:	WEST ENTRANCE :Htls.-Camps:	EAST ENTRANCE :Htls.-Camps:	SOUTH ENTRANCE :Htls.-Camps:	TOTAL	GRAND TOTAL					
Alabama.....	14:	13:	58:	52:	7:	7:	0:	0:	79:	72:	151
Alaska.....	0:	0:	0:	0:	0:	2:	0:	0:	0:	2:	2
Arizona.....	2:	5:	5:	2:	2:	4:	0:	0:	9:	11:	20
Arkansas.....	7:	12:	33:	33:	15:	10:	0:	0:	55:	55:	110
California.....	209:	203:	752:	490:	54:	72:	0:	1:	1015:	766:	1781
Colorado.....	26:	24:	86:	75:	64:	102:	0:	0:	176:	201:	377
Connecticut....	89:	26:	79:	38:	21:	21:	0:	0:	189:	85:	274
Delaware.....	16:	9:	10:	17:	2:	0:	0:	0:	28:	26:	54
Dist. of Col...	141:	32:	132:	68:	22:	8:	1:	0:	296:	108:	404
Florida.....	20:	27:	55:	79:	6:	7:	2:	0:	83:	113:	196
Georgia.....	27:	20:	70:	145:	4:	10:	2:	0:	103:	175:	278
Hawaii.....	5:	6:	0:	0:	0:	0:	0:	0:	5:	6:	11
Idaho.....	14:	28:	34:	50:	1:	2:	0:	0:	49:	80:	129
Illinois.....	774:	737:	1755:	377:	787:	765:	28:	24:	3347:	2400:	5747
Indiana.....	145:	220:	238:	221:	90:	221:	3:	3:	476:	665:	1141
Iowa.....	155:	300:	122:	298:	123:	294:	2:	7:	402:	899:	1301
Kansas.....	17:	65:	51:	141:	34:	95:	2:	0:	104:	301:	405
Kentucky.....	94:	42:	146:	118:	63:	48:	0:	1:	303:	209:	512
Louisiana.....	28:	8:	126:	53:	11:	22:	0:	0:	175:	83:	258
Maine.....	20:	6:	14:	12:	0:	5:	0:	0:	34:	23:	57
Maryland.....	47:	33:	110:	77:	32:	22:	0:	0:	189:	132:	321
Massachusetts..	222:	84:	203:	115:	83:	53:	6:	2:	514:	254:	768
Michigan.....	205:	267:	285:	141:	70:	89:	6:	0:	566:	497:	1063
Minnesota.....	511:	544:	15:	52:	52:	71:	0:	4:	578:	671:	1249
Mississippi....	22:	17:	59:	28:	3:	4:	0:	0:	84:	49:	133
Missouri.....	326:	184:	383:	342:	393:	337:	2:	1:	1104:	864:	1968
Montana.....	92:	185:	9:	5:	18:	19:	0:	1:	119:	210:	329
Nebraska.....	48:	80:	81:	109:	104:	174:	2:	2:	235:	365:	600
Nevada.....	1:	2:	6:	0:	0:	0:	0:	0:	7:	2:	9
New Hampshire..	8:	13:	9:	2:	6:	2:	1:	0:	24:	17:	41
New Jersey.....	200:	72:	401:	163:	81:	49:	3:	4:	685:	288:	973
New Mexico.....	1:	2:	2:	7:	4:	5:	0:	0:	7:	14:	21
New York.....	758:	335:	1105:	362:	361:	169:	8:	3:	2232:	869:	3101
North Carolina:	23:	9:	90:	55:	3:	1:	0:	0:	116:	65:	181
North Dakota...	56:	134:	5:	10:	10:	17:	0:	0:	71:	161:	232
Ohio.....	603:	702:	939:	623:	307:	366:	7:	5:	1856:	1696:	3552
Oklahoma.....	41:	16:	55:	82:	52:	60:	0:	0:	148:	158:	306
Oregon.....	69:	69:	64:	47:	15:	3:	0:	0:	148:	119:	267
Panama C. Z. :	0:	2:	0:	0:	0:	2:	0:	0:	0:	4:	4

By Foreign Countries[illegible]

Statement Showing Automobile Travel By States,
Season of 1925.

STATE	North		West		East		South		TOTAL	
	: Pass- :		: Pass- :		: Pass- :		: Pass- :		: Pass- :	
	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :
Alabama.....	5:	15:	4:	11:	4:	5:	4:	17:	17:	48
Arizona.....	17:	40:	35:	109:	14:	36:	12:	22:	78:	207
Arkansas.....	10:	32:	29:	113:	59:	139:	31:	130:	109:	414
California.....	868:	3443:	890:	2794:	273:	654:	196:	556:	2227:	7627
Colorado.....	150:	536:	141:	477:	470:	1472:	414:	1153:	1175:	3638
Connecticut....	16:	48:	5:	13:	27:	80:	16:	53:	64:	194
Delaware.....	0:	0:	0:	0:	0:	0:	0:	0:	0:	0
Dist. of Col..	15:	41:	0:	0:	7:	21:	4:	11:	26:	73
Florida.....	21:	58:	6:	21:	24:	71:	6:	18:	57:	163
Georgia.....	3:	18:	2:	6:	7:	22:	1:	6:	13:	52
Idaho.....	154:	545:	1243:	3932:	19:	63:	378:	1196:	1774:	5726
Illinois.....	419:	1227:	118:	475:	479:	1568:	177:	604:	1195:	3874
Indiana.....	153:	598:	48:	159:	189:	623:	76:	232:	466:	1612
Iowa.....	355:	983:	81:	280:	563:	1823:	154:	582:	1153:	3668
Kansas.....	96:	282:	101:	391:	306:	928:	272:	869:	775:	2470
Kentucky.....	16:	44:	9:	32:	26:	91:	6:	20:	57:	187
Louisiana.....	6:	15:	11:	39:	37:	109:	7:	28:	61:	191
Maine.....	4:	10:	3:	10:	8:	26:	1:	3:	16:	49
Maryland.....	7:	31:	3:	10:	10:	30:	8:	23:	28:	94
Massachusetts..	44:	119:	19:	52:	57:	204:	25:	61:	145:	436
Michigan.....	182:	608:	47:	144:	229:	756:	112:	348:	570:	1856
Minnesota.....	529:	1265:	44:	134:	378:	1205:	13:	75:	989:	2679
Mississippi....	3:	8:	1:	2:	11:	38:	15:	58:	30:	106
Missouri.....	104:	380:	87:	300:	252:	627:	262:	871:	705:	2578
Montana.....	2087:	6252:	588:	2507:	579:	1922:	35:	44:	3289:	10725
Nebraska.....	137:	465:	65:	231:	464:	1555:	242:	830:	908:	3091
Nevada.....	13:	21:	62:	194:	11:	26:	14:	40:	100:	281
New Hampshire..	5:	21:	2:	9:	7:	19:	2:	9:	16:	53
New Jersey.....	19:	57:	11:	35:	50:	175:	32:	72:	112:	339
New Mexico.....	7:	24:	5:	45:	19:	59:	12:	35:	43:	163
New York.....	140:	507:	45:	149:	171:	518:	78:	286:	434:	1460
North Carolina:	9:	42:	2:	7:	16:	73:	2:	8:	29:	130
North Dakota..	300:	1154:	27:	89:	187:	657:	2:	8:	516:	1903
Ohio.....	263:	894:	80:	261:	298:	897:	174:	545:	815:	2697
Oklahoma.....	59:	205:	97:	349:	189:	657:	269:	889:	614:	2100
Oregon.....	244:	779:	323:	1107:	42:	159:	53:	138:	362:	2233
Pennsylvania...	132:	463:	45:	156:	141:	438:	42:	179:	380:	1236
Rhode Island...	9:	21:	0:	0:	6:	29:	3:	9:	18:	59
South Carolina:	3:	11:	1:	3:	2:	6:	1:	3:	7:	23
South Dakota...	280:	943:	20:	60:	264:	851:	21:	61:	585:	1915

Statement Showing Automobile Travel By States
Season of 1923
C O N T I N U E D

STATE	North		West		East		South		TOTAL	
	: Pass- :		: Pass :		: Pass- :		: Pass- :		: Pass-	
	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :	: Cars :	: engers :
Tennessee.....	7:	24:	4:	17:	17:	58:	13:	45:	41:	144
Texas.....	172:	538:	98:	312:	158:	560:	183:	785:	611:	2195
Utah.....	47:	151:	1168:	4475:	18:	45:	192:	672:	1425:	5343
Vermont.....	5:	17:	1:	6:	4:	11:	0:	0:	10:	34
Virginia.....	7:	23:	7:	26:	6:	20:	4:	12:	24:	81
Washington.....	721:	2875:	346:	1401:	100:	311:	60:	254:	1227:	4841
West Virginia..	16:	65:	4:	14:	7:	24:	4:	16:	31:	119
Wisconsin.....	253:	870:	33:	94:	212:	713:	25:	82:	523:	1759
Wyoming.....	111:	359:	96:	401:	1003:	3789:	560:	2156:	1770:	6505
Philippine Is..	0:	0:	0:	0:	0:	0:	1:	3:	1:	3
Alaska.....	0:	0:	1:	4:	0:	0:	0:	0:	1:	4
Hawaii.....	1:	3:	3:	10:	1:	3:	0:	0:	5:	16
Panama.....	1:	2:	0:	0:	0:	0:	0:	0:	1:	2
U. S. Govt.....	1:	5:	1:	4:	4:	8:	2:	5:	8:	22
Canada.....	86:	271:	21:	74:	27:	89:	3:	9:	137:	443
T o t a l.....	8292:	27408:	6083:	21544:	7432:	24653:	4224:	14171:	26031:	87776
Cars and passengers entering second trip unclassified.....									1005:	3448
Motorcycles and passengers unclassified.....									141:	207
Pre-season visitors and cars unclassified.....									323:	975
GRAND TOTAL - All cars and passengers classified & unclassified....									27500:	92406

Motorcycles Touring Park

Make of Machine	1921	1922	1923
Ace.....	0	4	1
Excelsior.....	8	10	4
Harley-Davidson.....	50	86	101
Indian.....	15	18	32
Henderson.....	3	6	3
Pope.....	0	2	0
T o t a l.....	76	126	141

Standard Make Automobiles Driven Through
The Yellowstone National Park

Make	1921	1922	1923	Make	1921	1922	1923
Allen	19	13	10	Hudson	404	301	593
American	1	1	0	Hupmobile	255	334	512
Anderson	0	4	7	International	10	7	9
Apperson	26	30	19	Jackson	5	2	8
Auburn	46	43	28	Jeffery	19	13	9
Briscoe	13	12	9	Jewett	0	13	211
Buick	1871	2054	2957	Jordan	45	39	72
Cadillac	403	431	619	King	10	12	13
Case	35	33	29	Kissel	26	27	33
Chalmers	120	132	194	Lafayette	1	9	9
Chandler	257	250	250	Lexington	40	67	56
Chevrolet	469	678	1681	Liberty	30	28	30
Cleveland	50	56	62	Lincoln	7	48	95
Cole	98	60	66	Locomobile	8	20	11
Columbia	13	23	26	Lozier	8	1	0
Commercial	0	2	0	Mack	1	0	1
Commonwealth	2	0	1	Marion-Handley	1	0	0
Crow-Bellhart	8	5	8	Maxmon	85	106	133
Daniels	2	2	0	Maxwell	202	216	361
Davis	7	8	7	McFarlane	1	2	0
Day-Elder	6	1	0	McLaughlin	6	19	28
Dixie	0	1	1	Mercer	8	17	13
Dodge	1459	1861	2490	Metz	3	1	0
Dort	51	43	110	Mitchell	84	43	41
Durant	0	27	145	Moline-Knight	5	1	4
Elcar	6	19	6	Monitor	0	1	2
Elgin	33	19	26	Moon	3	8	29
Empire	1	3	0	Monroe	2	0	0
Essex	152	258	399	Miscellaneous	78	32	74
Ford	4592	5529	8213	Nash	366	386	702
Franklin	237	226	307	National	21	25	24
Gardner	0	39	63	Oakland	216	232	282
G. M. C.	3	1	2	Oldsmobile	335	353	555
Grant	23	18	20	Overland	447	473	702
Gray	0	0	7	Packard	116	173	371
H. A. L.	0	3	2	Paige	154	155	142
Haynes	86	82	92	Pan American	6	3	2
H. C. S.	0	1	3	Pathfinder	2	4	2
Holmes	3	8	4	Patterson	5	12	9

Standard Make Automobiles Driven Through
The Yellowstone National Park
C O N T I N U E D

Make	1921	1922	1923	Make	1921	1922	1923
Peerless.....	38	37	49	Standard.....	3	3	2
Pierce-Arrow.....	50	49	73	Stanley-Steamer...	1	4	7
Pilot.....	2	4	2	Stearns-Knight....	19	27	32
Pope-Hartford.....	0	1	0	Stewart.....	0	2	0
Premier.....	26	18	24	Stevens.....	58	67	61
Pullman.....	0	2	0	Stevens-Duryea....	0	4	0
Regal.....	2	3	0	Stevens-Knight....	2	0	0
Reo.....	285	253	302	Studebaker.....	673	906	1604
Republic.....	2	2	5	Stutz.....	25	20	44
Revere.....	0	1	1	Templar.....	0	7	9
Rickenbacker.....	0	2	17	Thomas.....	0	2	0
Roamer.....	6	0	2	Tulsa.....	0	0	3
Rolls-Royce.....	1	1	0	Velie.....	82	74	104
R. V. Knight.....	0	2	3	Winton.....	27	22	41
Roan.....	0	0	2	Wyllis-Knight....	159	169	377
Star.....	0	0	163	Wyllis-Six.....	0	4	6
Samson.....	0	5	0	Wyllis-St. Claire..	0	4	19
Saxon.....	30	22	16	Wescott.....	7	8	11
Scripps-Booth.....	27	39	32	White.....	26	25	30
Sheridan.....	0	3	4				
Total Classified.....					14642	16961	26031
Second trip unclassified.....					787	934	1005
Pre-season cars.....					231	358	323
GRAND TOTAL ALL CARS.....					15660	18253	27359